



LIFE M∞NSET

SUSTAINABLE NIGHTTIME MOBILITY



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IMplementing a NOcturnal, EcO-FrieNdly, and Integrated SharEd Transportation Concept



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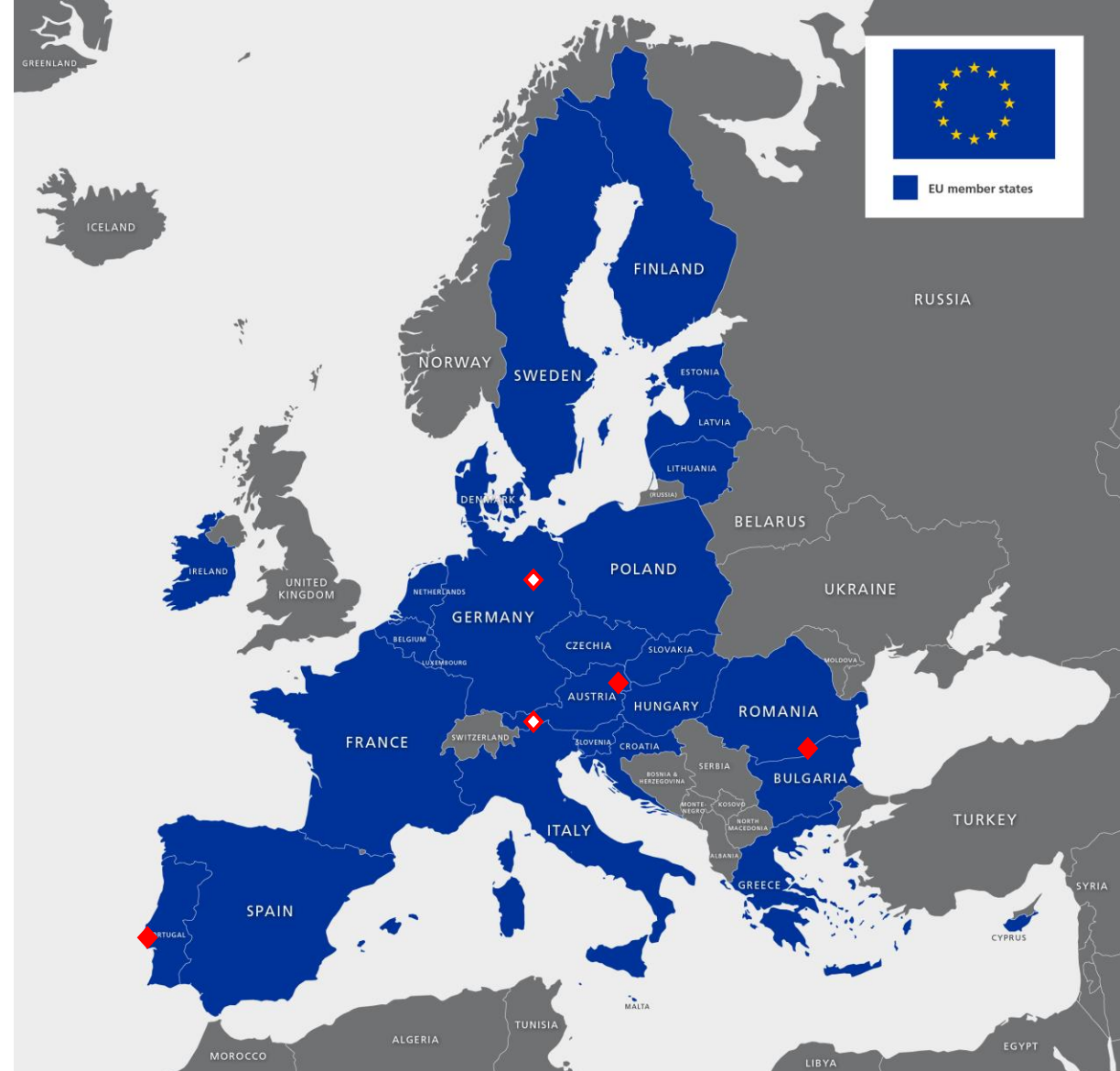




Key Facts

- **Project Locations:** Vienna, Lisbon, Ruse
- **Total Budget:** 2.913.812,23 €, Wiener Linien Budget 949.100,70 €
- **Duration:** 36 Months
- **Coordinator:** Wiener Linien – PL Vincent Neumayer
- **6 Beneficiaries including WL**

During the three-year LIFE MOONSET project period, three urban areas in Austria, Portugal and Bulgaria, of which two are metropolitan regions, together with accompanying partners, will design, implement and evaluate an innovative demand responsive transport (DRT) shuttle service for nocturnal workers, which allows them to travel to/from work without owning or using a car. DRT shuttle service tests will be carried out firstly in VIE and LIS, followed by Ruse, which will then execute a repl. pilot action.



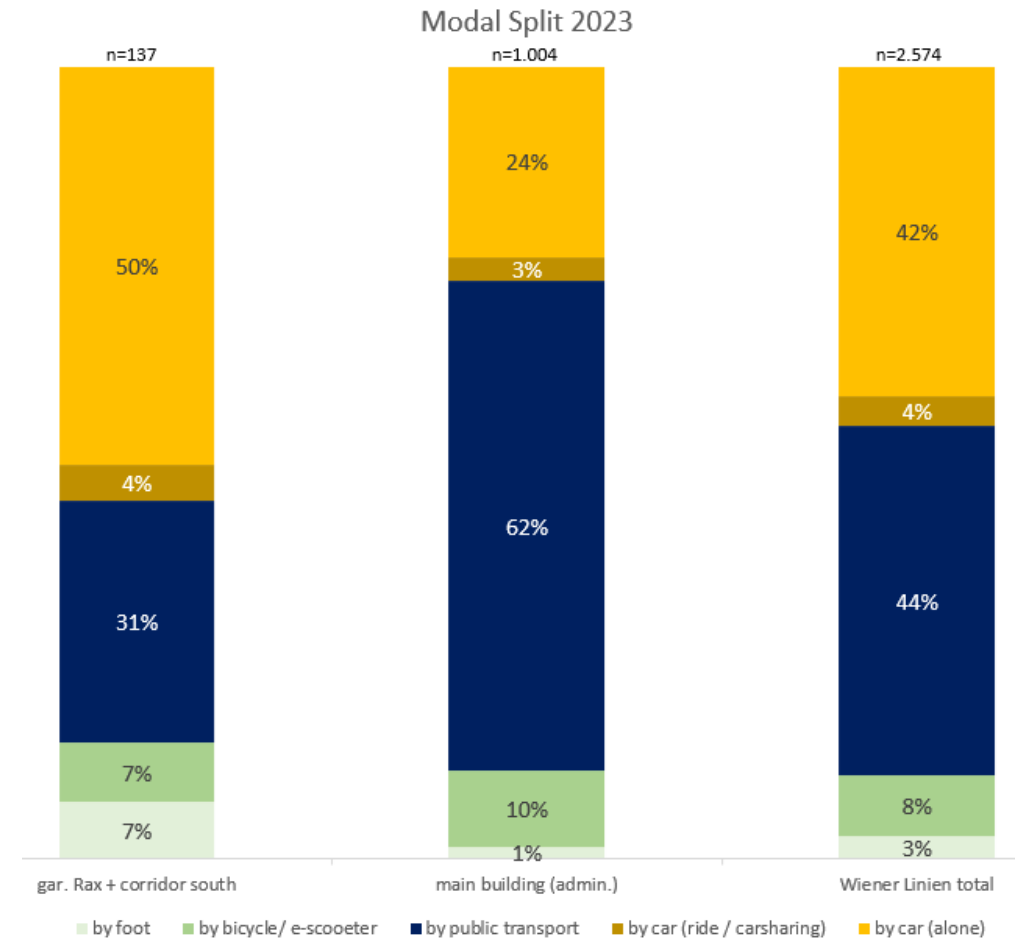
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Unsere Herausforderungen

- 1. SUSTAINABILITY:** to reduce the carbon footprint of transportation by promoting ridesharing and limiting the need for car ownership;
- 2. SOCIAL INCLUSION:** to facilitate access to transportation for socioeconomically disadvantaged workers, improving their mobility and quality of life;
- 3. EFFICIENT MOBILITY:** to optimize algorithm ensures effective transport, balancing costs, travel time, waiting time, and coverage of operational areas;
- 4. MEASURED IMPACTS:** The project includes a measurement methodology to assess environmental impacts and simulate potential expansions;



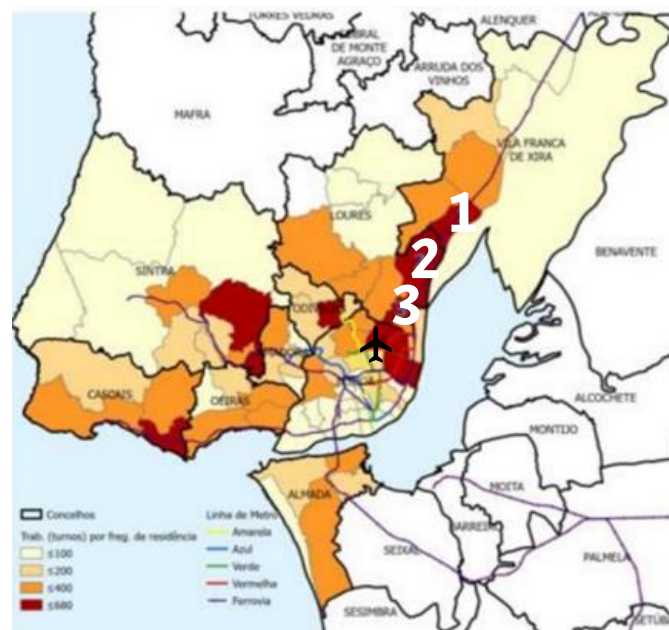
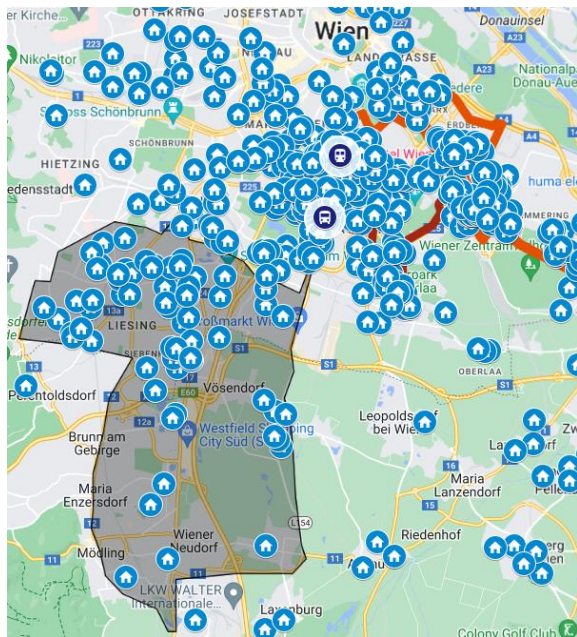
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Unsere Vision

Die Vision von LIFE MOONSET ist es, ein Arbeitsumfeld und einen Arbeitsmarkt mitzugestalten, in dem die Verantwortung der Arbeitgeber für das Pendeln zur und von der Arbeit zunehmend wahrgenommen wird.



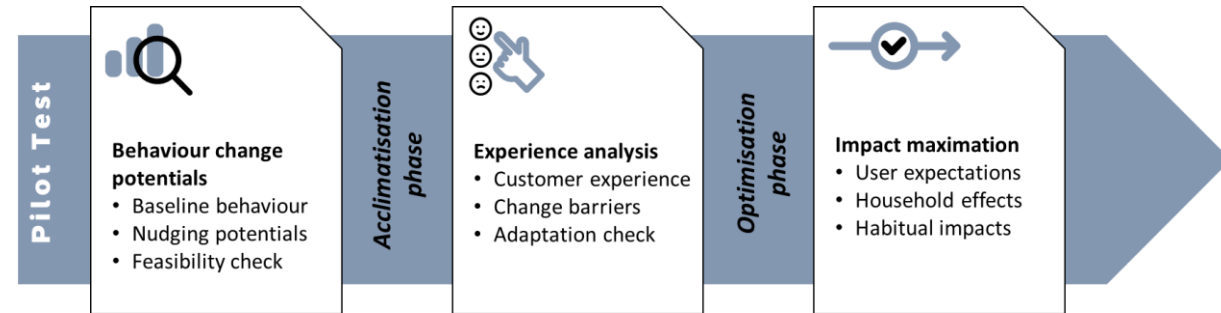
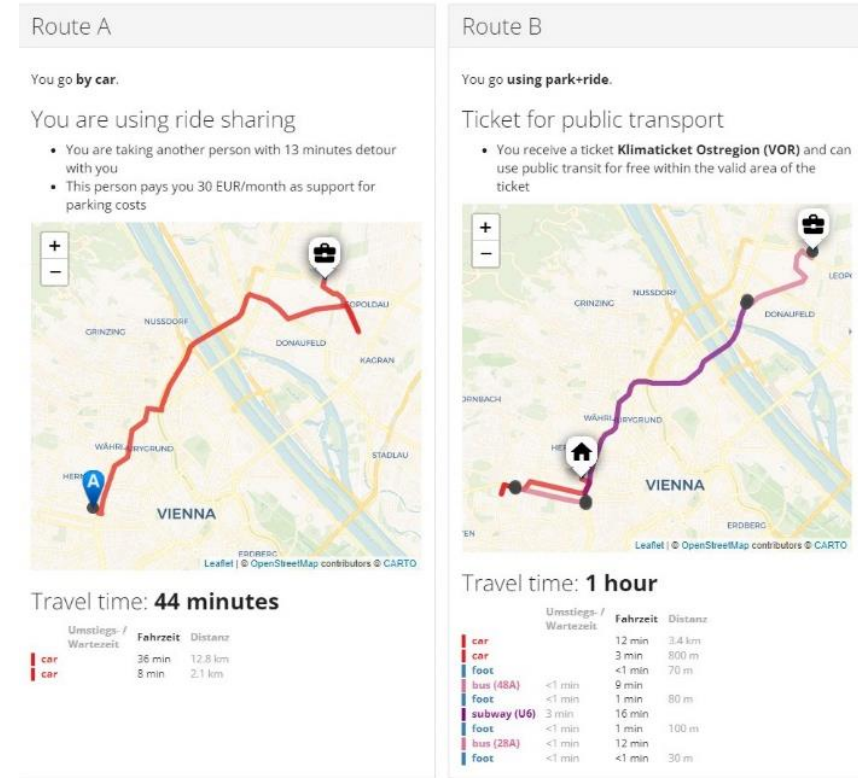
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Erwartete Ergebnisse

- Verringerung des Individualverkehrs - Verlagerung von Privatfahrzeugen auf kollektiv genutzte Verkehrsmittel.
- Ersatz von mit fossilen Brennstoffen betriebenen Einzelfahrzeugen durch Elektro-Pooling-Fahrzeuge.
 - Verpflichtung zur Nutzung von 100 % Ökostrom für den Betrieb unseres Nacht-Shuttles.
- Hohe Zuverlässigkeit des Shuttleservices und mehr Akzeptanz bei den Nutzern, ihr Mobilitätsverhalten zu überdenken:
 - Reduzierung der Parkplatzlizenzen
 - Steigerung der Attraktivität des Arbeitgebers für Nicht-Führerscheinbesitzer



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Avisiertes Projektvermächtnis

- **Ausweitung der Dienstleistungen**
 - innerhalb der Konsortialpartner
 - als Dienstleistungspartner für andere Unternehmen/Kommunen (WL & MTR)
 - als neue, etablierte Dienstleistungskategorie für DRT-Dienstleister
 - als Vorbild für interessierte Replikationsstandorte in ganz Europa
- **Hauptmarktgebiete für künftige Erschließungspotenziale:**
 - Zubringerlinien zu (hochrangigen) ÖPNV-Verbindungen
 - Industrieparks und Gewerbegebiete
 - Handelskammern/Zünfte/Branchenvertreter

Most frequently mentioned measures in the regular mobility survey (2023) by employees at Wiener Linien.

Subway station Erdberg	Sharing services	More parking space	bike leasing via employer
Subway station WLW	More parking space	bike leasing via employer	Pooling vehicles for business trips
Subway station Michelbeuern	More parking space	bike leasing via employer	Shuttle services
Garage Spetterbrücke	Sharing services	Shuttle services	More parking space
Garage Raxstraße	Shuttle services	More parking space	bike leasing via employer
Garage Leopoldau	Shuttle services	More parking space	Sharing services
Sector West	More parking space	Sharing services	Shuttle services
Sector North	More parking space	Shuttle services	Sharing services
Sector Center	More parking space	Shuttle services	bike leasing via employer
Sector South	bike leasing via employer	More parking space	Sharing services

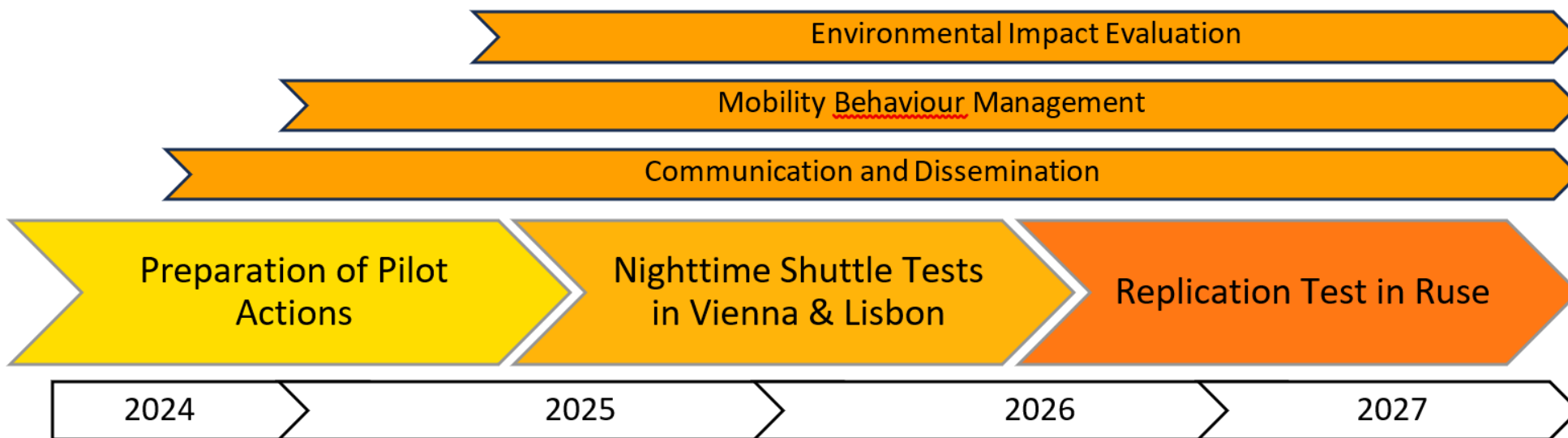
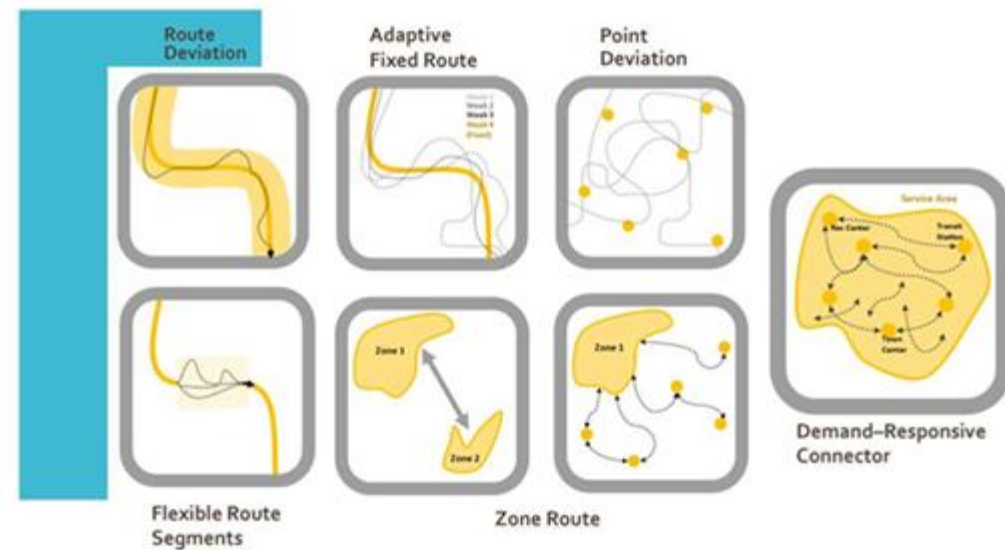


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Die Projektstruktur



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Bisheriger Ergebnisse

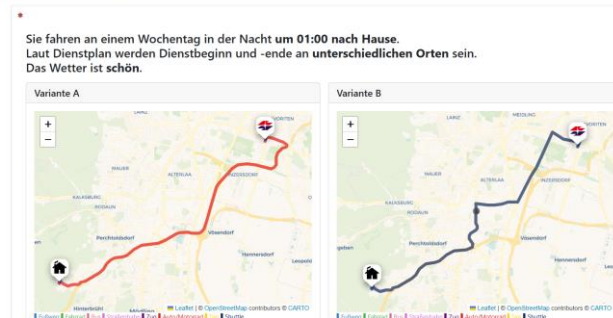
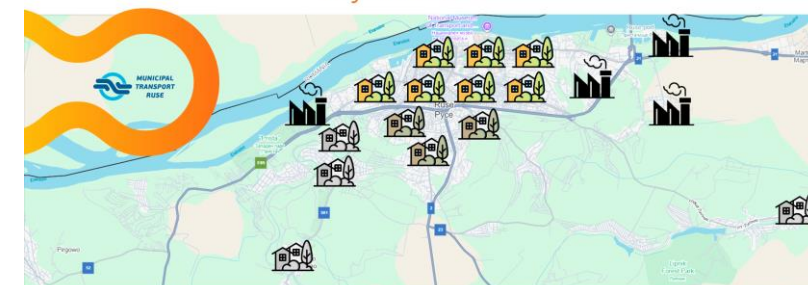
- **Service Design Dokumentation für Lissabon und Wien.**
 - Simulationen durch Software-Partner Via
- **Erste Festlegungen des Service Design für Ruse, Bulgarien.**
- **State-of-the-art Analyse von DRT/ODT Lösungen.**
- **Projekthandbuch und andere PM-Pläne**
- **Kommunikationsplan**
- **Fragebögen und Stated Choice/Revealed Choice Experimente**
- **Ausschreibungen für „operator“**



Short description (max 500 characters):
ON-DEMAND PUBLIC TRANSPORTATION PLATFORM developed and implemented under the project INNOAIR. It is a leading transport from neighborhoods without public transport to major boulevards with tram and bus lines. It provides the connection for those living near the metro. The purpose of the new transport is to reduce car traffic and increase the quality of service, making it easier for citizens to travel through the capital. Buses can also be ordered through the specially developed mobile application, which shows where the vehicle is currently located. Works in 5 neighborhoods.

Name and type of the service	BUSINN, transport on demand	Operation start	May 2023
Provider	"Metropolitan Electric Transport" EAD	SW-Provider	
System objectives	Extension of PT services	Target group	Local population
Number of vehicles	5	Size of the area	~10 km²
Vehicle model	Karsan e-Jest	Propulsion	Electric
Number of stops	70 permanent public transport stops and ~50 on request		
Operation hours	Workdays from 6:07 to 22:40		
Tarif system	Can be used with all types of short-term and long-term cards and tickets for public transport. Requests can be made via the Businn Lite mobile app.		
Motto	Easy connection to public transport		
Link	https://www.innoair-sofia.eu/bg/		

01 City structure



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Aktuelle Herausforderungen

- **Kund*innen-Feedback-Einholung bei der Zielgruppe**
- **Eligibility of Costs**
 - **Feedback des ersten TMO-Besuchs resultierte in Unsicherheiten in der Anrechenbarkeiten unterschiedlicher Kosten des Konsortiums**
 - Partnerkonstrukte
 - Subcontracting
- **Einhaltung des Zeitplans aufgrund von Rückmeldungsverzögerungen durch die Förderstelle**

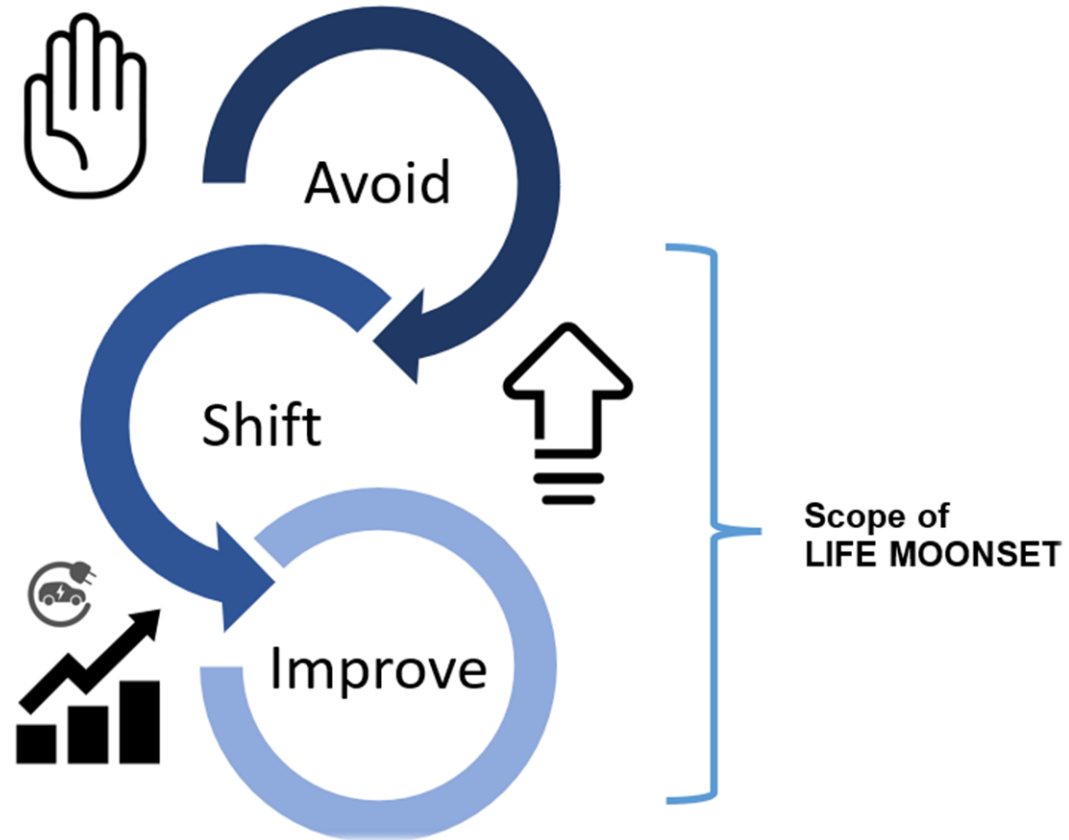


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Aktuelle Herausforderungen



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Netzwerk und Life-Community

Verwandte Projekte



Vincent Neumayer

Projekt- und Konsortialleiter

WIENER LINIEN GmbH & Co KG, Erdbergstraße 202, 1030 Wien

Tel.: +43 (0)664 88750816

E-Post: vincent.neumayer@wienerlinien.at

Das Projektkonsortium in Wien



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